



MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 6, 2019

Re: State Legislative Update

The first session of the 101st General Assembly has already passed some significant dates: the February 15th deadline for bill introductions, as well as the Governor's joint State of the State and Budget address. The Governor's budget proposal did not include substantial changes in transportation spending. In his address, the Governor called for legislators to pass a statewide capital program, but did not enumerate specifics. In the coming weeks, the new House Capital Appropriations Committee and Senate Transportation Revenues Subcommittee will hold hearings about the state's infrastructure needs.

Legislators filed numerous bills with relevance to ON TO 2050. However, few committees have met to move bills through the process. The deadline for passing bills out of committee is Friday, March 22, followed by bills out of their respective chamber before a two-week recess on Friday, April 19th. Throughout the session, staff will track and analyze bills with relevance to the ON TO 2050 Legislative [Framework and State Agenda](#).

Staff recommend that the board support legislation to fund stormwater management, improve data available for property tax assessment in Cook County, raise registration fees on electric vehicles, flexibility to spend the motor fuel tax on multimodal projects, and extend the use of working-cash notes to support RTA operations. The CMAP board has supported similar legislation in the 100th General Assembly noted in the table below.

ACTION REQUESTED: Approval

March 2019 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
REINVESTMENT FOR VIBRANT COMMUNITIES				
Infill development	HB43	<p>Rep. Anthony DeLuca (D-Chicago Heights)</p> <p>Reduces and caps the property tax liability over a period of 12 years for some vacant or empty commercial or industrial properties that are currently under the purview of the South Suburban Land Bank Development Authority. This is an initiative of the South Suburban Economic Growth Initiative.</p>	<p>2/7/2019</p> <p>House</p> <p>Referred to Revenue and Finance Committee Property Tax Subcommittee</p>	
INTEGRATED APPROACH TO WATER RESOURCES				
Stormwater management	SB213 HB825	<p>Sen. David Koehler (D-Peoria) Rep. Michael Marron (R-Danville)</p> <p>Expands the municipal code definition of “sewerage system” to include stormwater infrastructure, and allows non-home rule municipalities to levy stormwater utility fees to offset the cost of building and maintaining this infrastructure. This legislation treats stormwater management is like other public services, such as wastewater and electricity, and enables service providers to charge stormwater utility fees for the service based on use.</p> <p>ON TO 2050 recommends local governments raise stormwater utility fees to properly maintain this infrastructure. This legislation would provide local governments with a sustainable and user-based means of improving their stormwater infrastructure.</p>	<p>1/31/2019</p> <p>Senate</p> <p>Assignments</p> <p>2/5/2019</p> <p>House</p> <p>Assigned to Cities & Villages Committee</p>	Support
COLLABORATION AT ALL LEVELS OF GOVERNMENT				
Township consolidation	HB2525	Rep. Tom Demmer (R-Dixon)	<p>2/26/2019</p> <p>House</p>	

Subject	Bill	Summary	Status	Agency Position
		<p>Provides a process for dissolving any township located substantially within the boundary of a municipality by township board or city council (where the council exercises duties of the township board) ordinance, or proposition by petition. Upon the township's dissolution, all of its duties, assets, property, liabilities, obligations, and responsibilities transfer to the coterminous municipality. Although the bill enables voters to call for dissolving a township, under this bill, the consolidation could be required to occur without the necessary a feasibility study or concurrence from the municipality's governing board and township board.</p>	<p>Counties and Townships Committee</p>	
CAPACITY TO PROVIDE A STRONG QUALITY OF LIFE				
<p>Property tax assessment</p>	<p>SB1379 HB2217</p>	<p>Sen. Toi Hutchinson (D-Chicago Heights) Rep. Will Davis (D-Hazel Crest)</p>	<p>2/21/2019 Senate Assigned to Revenue</p>	<p>Support</p>
		<p>Authorizes the Cook County Assessor's Office, and with the approval of their respective county boards all other county assessor's offices, the ability to collect income and expense data – already required for federal tax filings and currently collected for the appeals process – for income generating properties on an annual basis. The requirement applies to larger buildings, residential buildings with six or more units and commercial properties with a market value greater than \$1 million. This data would be aggregated and anonymized to inform assessment process. This is an initiative of the Cook County Assessor, and would bring county assessment processes in line with other states including New York, Massachusetts, Virginia, and Washington D.C.</p>	<p>2/28/2019 House Referred to Property Tax Subcommittee</p>	
		<p>ON TO 2050 calls for improved access to public information through technology and transparency. Fairer and more predictable assessments could attract additional investments into the region, specifically in disinvested areas. In the long run, this initiative could also address the plan's recommendations to support robust economic growth and promote reinvestment.</p>		

Subject	Bill	Summary	Status	Agency Position
Sales tax	SB2049 HB270	<p>Sen. Cristina Castro (D-Elgin) Rep. Mike Murphy (R-Springfield)</p> <p>Enables state and local taxing authorities to collect a destination-based retailer occupation tax on purchases made online, over the phone, and in writing for retailers selling more than \$100,000 or more than 200 transactions annually.</p> <p>This bill addresses ON TO 2050's recommendation to develop tax policies that strengthen communities, as revenues sourced to delivery addresses would result in distributions of sales tax revenues that are more closely tied with modern consumption patterns.</p>	<p>2/15/2019 Senate Assignments</p> <p>2/7/2019 House Referred to Revenue and Finance Sales, Amusement, and Other Taxes Subcommittee</p>	
A MODERN MULTIMODAL SYSTEM THAT ADAPTS TO CHANGING TRAVEL DEMAND				
Transportation user fees	HB2053	<p>Rep. Tom Morrison (R-Palatine)</p> <p>Increases the state's electric vehicle registration fee from \$35 for two years to \$216 per year, and increases the plug-in hybrid vehicle registration fee from \$101 to \$158.50.</p> <p>ON TO 2050 calls for modernizing transportation revenues. In the absence of other revenue reforms, staff recommends supporting the legislation because it will enhance transportation revenues through user fees. As these types of vehicles continue to proliferate, it will be necessary to ensure that users of the system are charged appropriately in order to ensure sufficient funding for transportation.</p>	<p>2/19/2019 House Referred to Transportation Vehicles and Safety Committee</p>	<p>Support</p> <p><i>*CMAP board supported in prior sessions</i></p>
Transit working cash	SB2005 HB2823	<p>Sen. Marty Sandoval (D – Cicero) Rep. Mike Zalewski (D – River Forest)</p> <p>Permits the use of lines of credit for the RTA as an eligible form of short term financing in addition to working cash notes and extends the authorization from 2018 to 2022. Includes language on default</p>	<p>2/15/2019 Senate Assignments</p> <p>2/26/2019 House</p>	<p>Support</p> <p><i>*CMAP board supported</i></p>

Subject	Bill	Summary	Status	Agency Position
		<p>proceedings, as well as language specific to allowing CTA to use working cash notes.</p> <p>Staff recommends supporting this legislation because until the State of Illinois catch ups on its bill backlog, the RTA's capacity to issue working cash notes is a critical tool for continuing operations and system improvements.</p>	Assigned to Revenue & Finance Committee	<i>in prior sessions</i>
Motor fuel tax flexibility	SB198	<p>Sen. Laura Fine (D – Glenview)</p> <p>Amends the highway code to allow counties, townships, road districts, and municipalities to use MFT funds for public transit costs, as well as bike and pedestrian mobility capital improvements, and electric vehicle infrastructure.</p> <p>ON TO 2050 supports revenue flexibility to fund a multimodal system, as well as investment in transit and local government promotion of electric vehicle infrastructure.</p>	<p>2/20/2019</p> <p>Senate</p> <p>Assigned to Transportation</p>	Support
Autonomous vehicles	HB2575	<p>Rep. Mike Zalewski (D – River Forest)</p> <p>Allows fully autonomous vehicles (AVs) to operate on Illinois roadways. Denies home rule governments the authority to regulate AVs. ON TO 2050 acknowledges the potential safety benefits of AVs, however, this bill does not prioritize safety, or the data necessary to realize these benefits. It also does not consider the impacts of AVs on the roadways, or anticipate the planning needs or potential changes to the existing system.</p>	<p>2/26/2019</p> <p>House</p> <p>Assigned to Transportation Vehicles and Safety Committee</p>	

MAKING TRANSFORMATIVE INVESTMENTS

I-55 managed
lanes

HJR8

Rep. Mark Batinick (R – Plainfield)

Authorizes the Illinois State Toll Highway Authority to commence a procurement process for a project to provide additional highway capacity along I-55 from I-355 to I-90/94 in DuPage, Cook, and Will Counties, and toll the additional capacity. While ON TO 2050 recommends the addition of managed lanes along this corridor, the plan does not stipulate which entity should build and operate the project.

2/13/2019

House

Assigned to Executive
Committee

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